UTC
UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Cheney Petitioner, vs. WSDOT / Eastern Washington Gateway Respondent	)	DOCKET NO. TR-111628 PETITION TO MODIFY A HIGHWAY-RAIL GRADE CROSSING USDOT CROSSING NO.:066118H

The Petitioner asks the Washington Utilities and Transportation Commission to approve modification of a highway-rail grade crossing.

Section 1 – Petitioner's Information

City of Cheney
Petitioner

Signature

112 Anderson Road
Street Address

Cheney, WA 99004
City, State and Zip Code

Mailing Address, if different than the street address

Todd Ableman
Contact Person Name

(509) 498-9293 tableman@cityofcheney.org
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Washington State Department of Transportation - Railroads
Respondent

310 Maple Park Ave. SE Room 3D03
Street Address

Olympia, WA 98504-7404
City, State and Zip Code

Mailing Address, if different than the street address

Jeannie Beckett, WSDOT
Contact Person Name

(360) 705-7979 / Becketj@consultant.wsdot.wa.gov
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Eastern Washington Gateway Railroad
Respondent

809 Madison Ave.
Street Address

Davenport, WA 99122
City, State and Zip Code

Mailing Address, if different than the street address

John Howell
Contact Person Name

(509) 228-8979 / J.Howell@ewgrr.com
Contact Phone Number and E-mail Address

Section 3 – Current Crossing Information

1. Railroad company(ies)
   - Tracks owned by: Washington State Department of Transportation
   - Operating railroad: Eastern Washington Gateway Railroad

2. Type of railroad at crossing x Common Carrier □ Logging □ Industrial

   □ Passenger □ Excursion

3. Type of tracks at crossing □ Main Line, number of tracks ____
   x Siding or Spur, number of tracks 1

4. Average daily train traffic, freight 1

   Authorized freight train speed 25 MPH Operated freight train speed 10MPH

5. Average daily train traffic, passenger _____

   Authorized passenger train speed _____ Operated passenger train speed _____

6. Describe current crossing configuration including type of train detection, active warning devices, preemption, etc.:

Crossing configuration includes preemption with activated warning devices (lights, gates, and intertie with traffic signal

Section 4 – Expected Crossing Characteristics After Modification

1. Type of railroad operations at crossing x Common Carrier □ Logging □ Industrial

   □ Passenger □ Excursion

2. Type of tracks at crossing x Main Line, number of tracks 1
   Siding or Spur, number of tracks

3. Average daily train traffic, freight 1

   Authorized freight train speed 25 MPH Operated freight train speed 10 MPH

4. Average daily train traffic, passenger _____

   Authorized passenger train speed _____ Operated passenger train speed _____

5. Will the modified crossing eliminate the need for one or more existing crossings?
   Yes ____ No X

6. If so, state the distance and direction from the modified crossing.

   _____

   _____

   _____

7. Does the petitioner propose to close any existing crossings and if yes, which crossings?
   Yes ____ No X

   _____

Section 5 – Proposed Temporary Crossing

1. Will a temporary crossing be installed? Yes ____ No __X__

2. If so, describe the purpose of the crossing and the estimated time it will be needed

_____

_____

_____

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes ____ No ____

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway SR 904

2. Roadway classification Minor Arterial

3. Road authority WSDOT

4. Average annual daily traffic (AADT) 19,000 +/-

5. Number of lanes Five lane

6. Roadway speed __45 MPH_____

7. Is the crossing part of an established truck route? Yes __X__ No _____

8. If so, trucks are what percent of total daily traffic? ___+/- 15%

9. Is the crossing part of an established school bus route? Yes __X__ No _____

10. If so, how many school buses travel over the crossing each day? +/- 20

11. Describe any changes to the information in 1 through 7, above, expected within ten years:

_____

Section 7 – Alternatives to the Proposed Modifications

1. Does a safer location for a crossing exist within a reasonable distance of the current or proposed location? Yes____ No____

2. If a safer location exists, explain why the crossing should not be located at that site.

The propose access on to SR 904 is restricted to right-in-right out only designed with traffic barriers for controlled flow of traffic.

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?
Yes ____ No X

4. If a barrier exists, describe:
- ♦ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
- ♦ How the barrier can be removed.
- ♦ How the petitioner or another party can mitigate the hazard caused by the barrier.

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?
Yes ____ No X

6. If an over-crossing or under-crossing is not feasible, explain why.

Access connection does not cross rail crossing.

7. Does the railway line, at any point in the vicinity of the modified crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?

Yes ____ No X

8. If such a location exists, state:
   - ♦ The distance and direction from the proposed crossing.
   - ♦ The approximate cost of construction.
   - ♦ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the proposed modified crossing?

Yes ____ No X

10. If a crossing exists, state:
   - ♦ The distance and direction from the proposed crossing.
   - ♦ Whether it is feasible to divert traffic from the proposed to the existing crossing.

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction after modification.

a. Approaching the crossing from East , the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	500+ feet
Right	200	
Right	100	
Right	50	
Right	25	
Left	300	500+ feet
Left	200	
Left	100	
Left	50	
Left	25	

b. Approaching the crossing from _____ , the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	
Right	200	
Right	100	
Right	50	
Right	25	
Left	300	
Left	200	
Left	100	
Left	50	
Left	25	

2. Will the modified crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes X No ____

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. _____

4. Will the modified crossing provide an approach grade of not more than five percent prior to the level grade?

Yes X No ____

3. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

_____

_____

_____

_____

Section 9 – Illustration of Modified Crossing Configuration

Attach a detailed diagram, drawing, map or other illustration showing the following:

- ♦ The vicinity of the modified crossing.
- ♦ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ♦ Percent of grade.
- ♦ Obstructions of view as described in Section 7 or identified in Section 8.
- ♦ Traffic control layout showing the location of the existing and proposed signage.

Section 10 – Proposed or Modified Warning Signals or Devices

1. Explain in detail the number and type of proposed or modified automatic signals or other warning devices planned at the crossing, including a cost estimate for each. If the proposed modifications include adding or modifying preemption, contact UTC for the additional worksheets.

Section 11 – Justification of Installation of Wayside Horn (if applicable)

1. Describe in detail why this crossing should have a wayside horn installed. Also include a description of where the wayside horns and indicator lights will be installed at the crossing.

Section 12 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from modifying the crossing as proposed.

The proposal is to grant a driveway access onto SR 904 just north of the WSDOT / Eastern Washington Gateway Railroad rail line. The proposed access is located between the north bound and south bound SR 904 railroad crossing lights and gates just south of Betz Road.

The proposed access design is to construct raised channelization islands and barriers to restrict a right-in / right-out only access that will channel traffic flow to only the north bound lanes of SR 904, north of the rail crossing. In addition, construction of raised tubular channelization is being proposed along SR 904 south and north of the proposed access to discourage traffic from left turn movements.

The need for the proposed access is to serve as an additional access for vehicle circulation for a proposed new Maverick fueling station. In addition, this access will serve a 4.2 acre remainder parcel for future commercial development south of the proposed fueling station as shown on sheet 1 of 2 of the plan drawings.

Section 13 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to modify a highway-railroad grade crossing.

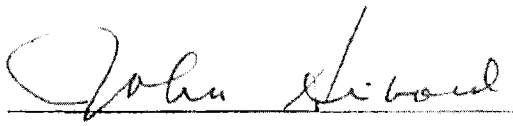
USDOT Crossing No.: 066318H

We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the crossing be modified and consent to a decision by the commission without a hearing.

Dated at Olympia, Washington, on the First day of September, 2011

John Sibold

Printed name of Respondent



Signature of Respondent's Representative

Acting Director, State Rail and Marine Office

Title

360-705-7900 siboldj@wsdot.wa.gov

Phone number and e-mail address

WSDOT State Rail and Marine Office
310 Maple Park Avenue SE
P.O. Box 47407, Olympia, WA 98504-7407

Mailing address

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We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the crossing be modified and consent to a decision by the commission without a hearing.

Dated at Cheney, Washington, on the 29th day of August, 20 11.

John Howell

Printed name of Respondent

John Howell

Signature of Respondent's Representative

President

Title

509-228-8979; j.howell@ewgrr.com

Phone number and e-mail address

809 Madison Ave

Davenport, WA 99122

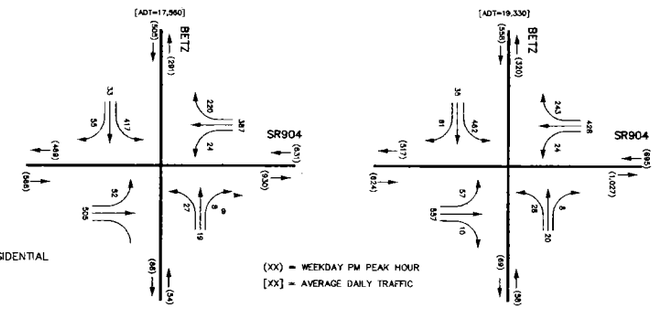
Mailing address

N.W. 1/4 OF S.07, T.23N., R.42E., W.M.

CONCURRENCE BY:	REGIONAL TRAFFIC ENGINEER
APPROVED BY:	ASSISTANT REGIONAL ADMINISTRATOR FOR DEVELOPMENT

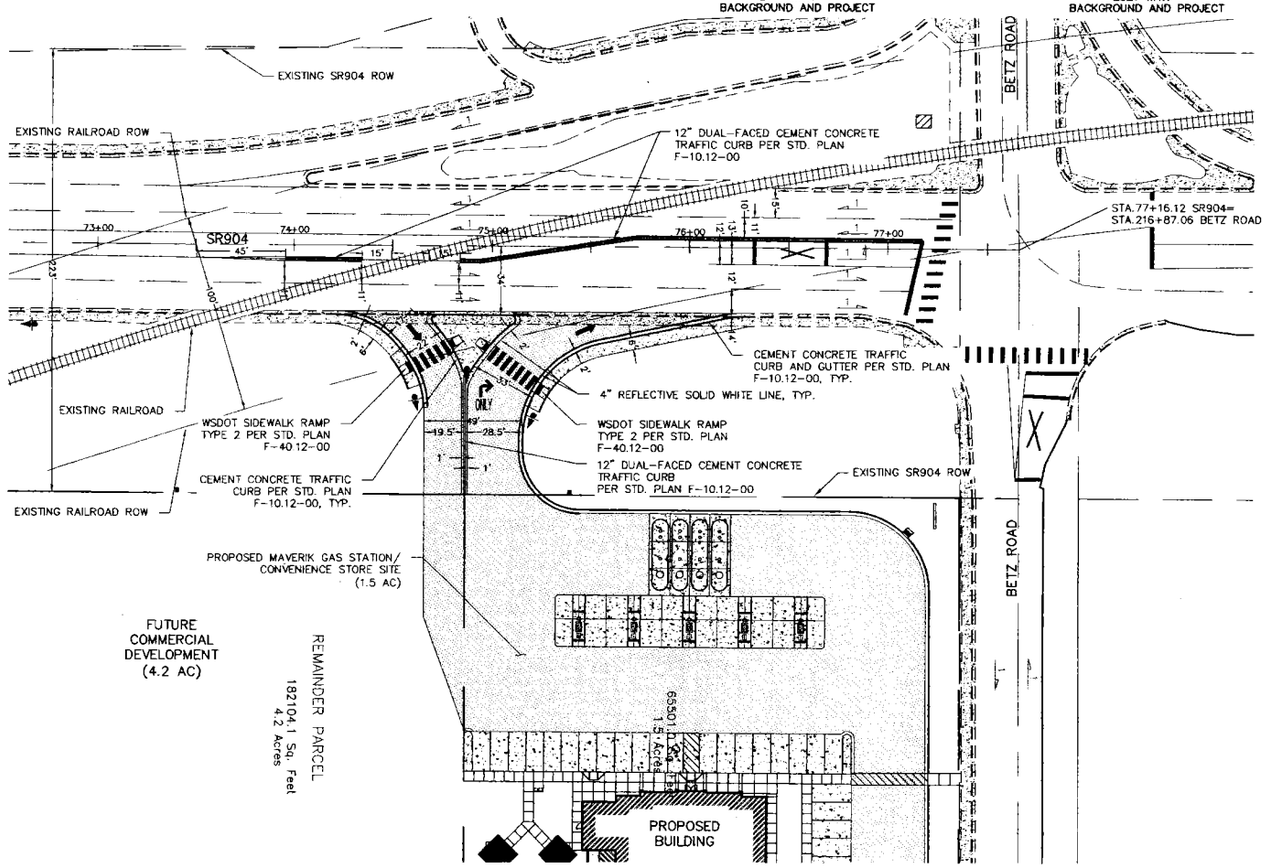
WSDOT APPROVAL IS ONLY FOR THE ROADWAY GEOMETRIC DESIGN WITHIN THE RIGHT OF WAY ALONG SR 904. RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.

	SR 904 (HIGHWAY)	BETZ ROAD	DRIVEWAY
DESIGN CLASS:	RURAL ARTERIAL	MINOR ARTERIAL	N/A
ACCESS CONTROL:	MANAGED – CLASS 2	N/A	N/A
DESIGN VEHICLE:	WB-50	WB-50	MH-B
POSTED SPEED:	45 MPH	35 MPH	N/A
DESIGN SPEED:	50 MPH	40 MPH	N/A
LAND USE:	COMMERICAL	COMMERCIAL/ URBAN – LOW DENSITY RESIDENTIAL	
TRUCK PERCENTAGE:	0.5%	0.1%	
INTERSECTION:	STA.77+16.22SR904=STA.216+87.06 BETZ		



2011 WITH BACKGROUND AND PROJECT

2021 WITH BACKGROUND AND PROJECT



LEGEND

EXISTING		PROPOSED
	GENERAL	
	ROADWAY CENTER LINE	
	RIGHT OF WAY LINE	
	PROPERTY LINE	
	EASEMENT LINE	
	FENCE	
	CURB	
	PAVEMENT	
	GRAVEL	
	CONCRETE	
	BUILDINGS & STRUCTURES	
	MONUMENT	
	SANITARY SEWER	
	SANITARY SEWER	
	MANHOLE	
	CLEANOUT	
	SEWER SERVICE	
	WATER	
	WATER LINE	
	VALVE	
	FIRE HYDRANT	
	SERVICE	
	METER	
	BLOWOFF	
	AIR VACUUM RELIEF STATION	
	STORM DRAINAGE	
	DRAINAGE LINE	
	MANHOLE	
	DRYWELL	
	CATCH BASIN	
	DITCH	
	NATURAL GAS	
	GAS LINE	
	VALVE	
	METER	
	TELEPHONE-POWER	
	BURIED TELEPHONE	
	POWER OR TELEPHONE POLE	
	BURIED POWER	
	TRANSFORMER PAD	
	TELEPHONE RISER	
	TELEPHONE VAULT	
	OVERHEAD POWER	
	GUY ANCHOR	
	POWER VAULT	
	LIGHT POLE	
	CHANNELIZATION	
	LANE LINE (WHITE)	
	CENTER LINE (DOUBLE YELLOW)	
	EDGE LINE (WHITE)	
	WIDE LINE (WHITE)	
	TWO-WAY LEFT-TURN LANE (YELLOW)	
	CROSSWALK	
	18" STOP LINE	
	TURN ARROW MARKING	
1	LANE DIRECTION AND NUMBER OF LANES (INFORMATION ONLY)	1

PRELIMINARY
AUG. 19, 2011
NOT FOR CONSTRUCTION

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

NO.	DATE	BY	REVISIONS

SCALE:
HORIZONTAL: 1"=30'
VERTICAL: N/A

PROJ #: 2010-830
DATE: 08/19/11
DRAWN: MAT
APPROVED: TRW

WCE
WHIPPLE CONSULTING ENGINEERS
CIVIL AND TRANSPORTATION ENGINEERING
2528 NORTH SULLIVAN ROAD
SPOKANE VALLEY, WA 99216
PH: 509-893-2617 FAX: 509-926-0227

INTERSECTION PLAN FOR APPROVAL
MAVERIK FUEL STATION
SR 904 & BETZ ROAD
CHENEY, WASHINGTON

SHEET 1 OF 2

JOB NUMBER 2011-830

N.W. 1/4 OF S.07, T.23N., R.42E., W.M.

CONCURRENCE BY:	REGIONAL TRAFFIC ENGINEER
APPROVED BY:	ASSISTANT REGIONAL ADMINISTRATOR FOR DEVELOPMENT

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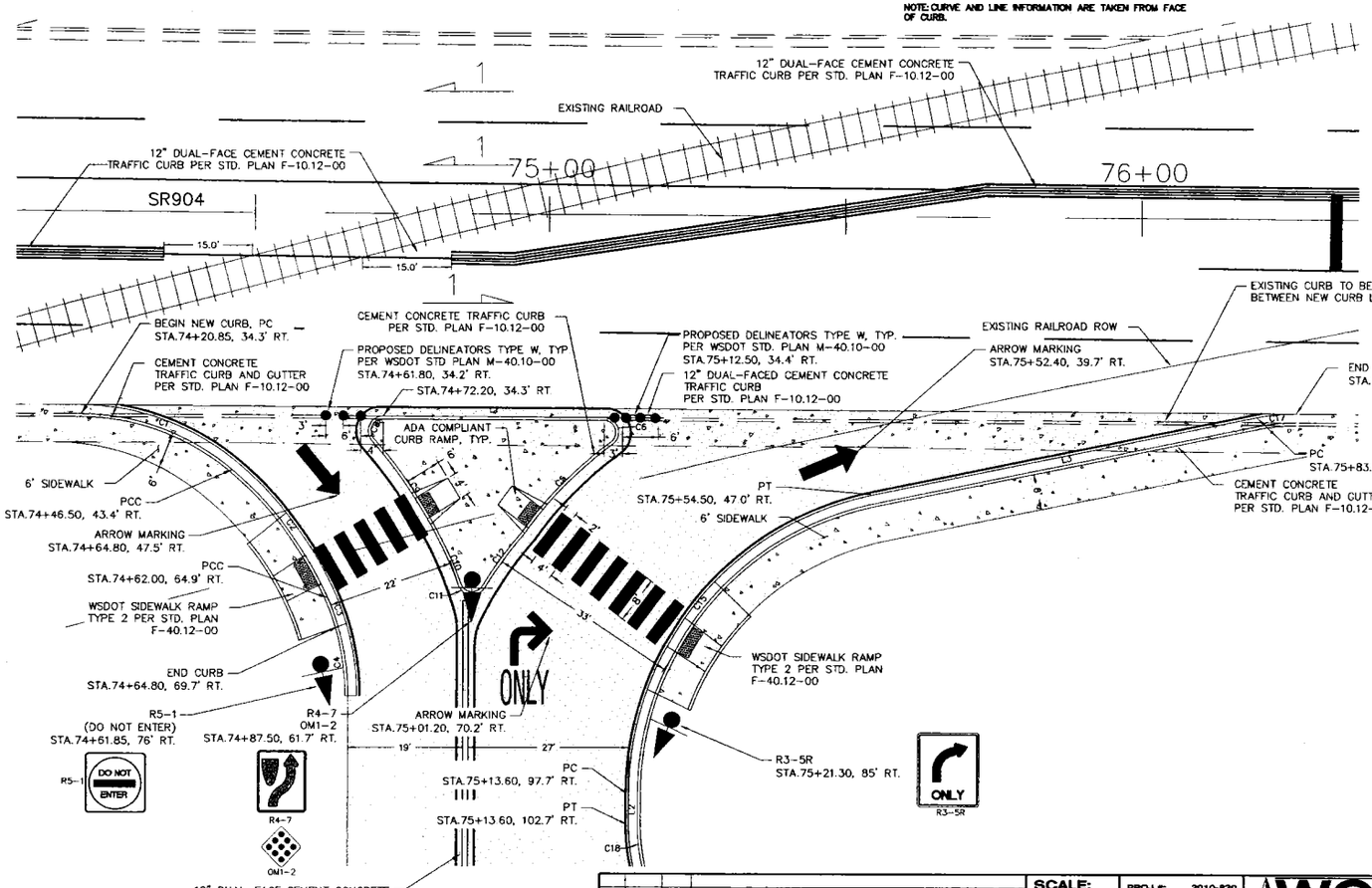
TRUCK PERCENTAGE:	0.5%	0.1%	
INTERSECTION:	STA.77+18.22SR904=STA.216+87.06 BETZ		

Line Table		
Line #	Length	Direction
L1	37.29	S0° 23' 50.29"W
L2	5.03	N90° 00' 00.00"W
L3	66.05	N11° 24' 21.76"W

Curve Table			
Curve #	Length	Radius	Delta
C1	27.76	40.000	39.7677
C2	27.28	60.000	26.0484
C3	5.12	47.998	6.1074
C4	11.68	39.500	16.9358
C5	21.10	61.000	19.8170
C6	6.29	2.500	144.1458
C8	5.75	2.500	131.8451
C9	21.29	82.000	14.8751
C10	7.18	62.000	6.6354
C11	5.63	2.500	128.9928
C12	11.25	61.000	10.5694
C15	68.59	50.000	78.5940
C17	6.15	30.000	11.7367
C18	46.96	30.000	89.6863

NOTE: CURVE AND LINE INFORMATION ARE TAKEN FROM FACE OF CURB.



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	FIRE HYDRANT	
	SERVICE	
	METER	
	BLOWOFF	
	AIR VACUUM RELIEF STATION	
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UNDERGROUND SERVICE ALERT ONE-CALL NUMBER 811 CALL TWO BUSINESS DAYS BEFORE YOU DIG

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1 inch = 10 ft.

TODD R. WHIPPLE 25462 REGISTERED PROFESSIONAL ENGINEER 8-19-11

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PROJ #: 2010-830
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SHEET 2 OF 2

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